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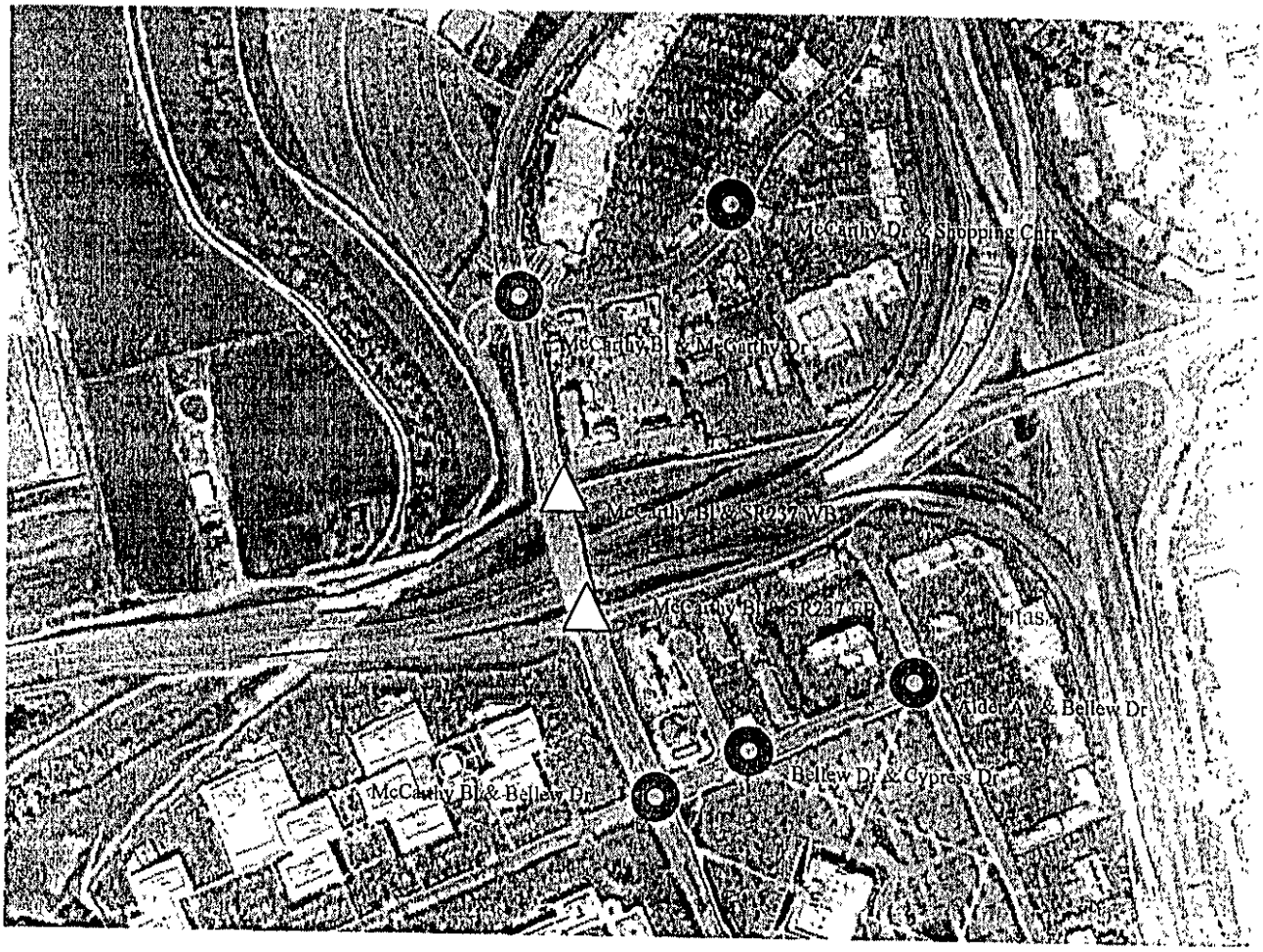
FIGURE A – PROJECT SITE
SR237/MCCARTHY BL INTERCHANGE



LEGEND:

△ Caltrans – Operated & Maintained Traffic Signal Facility

◎ Milpitas – Operated & Maintained Traffic Signal Facility

CITY OF MILPITAS

Mailing Address: 455 East Calaveras Boulevard, Milpitas, California 95035-5479 . www.ci.milpitas.ca.gov

January XX, 2005

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Ms. Christina Atienza
Metropolitan Transportation Commission
Joseph P. Bort Metro Center
101 Eighth Street
Oakland, CA 94607-4700

RE: Letter of Interest – 2005 Cycle TETAP
SR 237/McCarthy Bl Corridor Study

Dear Ms. Atienza:

Please accept this letter as interest by the City of Milpitas, in partnership with Caltrans – District 4, to participate in the 2005 Cycle of the Traffic Engineering Technical Assistance Program (TETAP). The City of Milpitas and Caltrans are proposing a project to study and recommend improvements to the State Route 237/McCarthy Bl intersections to help in improving traffic operations. The goal of the project is to:

1. Identify markings & signage improvements that can be quickly implemented to assist reducing traveler delays under today's normal conditions,
2. Identify Capital Improvement Program projects that may be appropriate for long-term solutions as traffic demand increases with the recovery and growth of the economy,
3. Identify solutions to help traffic signal facilities maintained by the two agencies better communicate, and
4. Reduce travel times to residents, visitors and commuters that use the two corridors.

BACKGROUND

The SR237/McCarthy Bl intersection was recently built in 2003 at the time that the economy was starting its recovery. The new interchange consists of two Caltrans operated & maintained traffic signals on McCarthy Bl that control access onto SR237. The project was coordinated with I-880 improvements still under construction. An aerial of the project site is provided in Figure A.

McCarthy Bl is a link to various shopping/dining destinations both North and South of the interchange, including the McCarthy Ranch and Milpitas Square developments respectively. In addition, numerous unoccupied commercial sites are served by the interchange as well, including Cisco Systems South of the project site along Tasman Dr and Alder Dr. The Valley Transportation Authority (VTA) light rail transit service is also available South of the interchange through the Tasman Dr corridor.

With increased activity as a result of recent stimulations in the economy, travelers through the SR237/McCarthy Bl interchange have experienced unnecessary delays due to improper traffic signal coordination between facilities operated & maintained by the City of Milpitas and Caltrans as well as perhaps not optimal markings & signage conditions.

As the economy continues to revitalize, the City of Milpitas and Caltrans are seeking assistance from the 2005 cycle of TETAP to model current conditions and identify solutions that can be quickly implemented as well as more long-term solutions that can be planned for to meet future demand. This proactive project will both address concerns expressed through merchants/patrons and ensure that the areas served by the SR237/McCarthy Bl interchange are properly planned for the future.

SCOPE OF THE PROJECT

The jest of the proposed scope of work for this project includes modeling and proposing operational improvements immediately at and adjacent to the SR237/McCarthy Bl through a computer modal analysis. The City of Milpitas and Caltrans submitted a grant proposal and were awarded funding to complete a project as part of the 2005 Cycle of Regional Signal Timing Program (RSTP), the Milpitas – Citywide Traffic Signal Retiming Project, that will collect traffic data at intersections immediately North and South of the SR237/McCarthy Bl signals. If funding is awarded by the Metropolitan Transportation Commission for this project, it is recommended that the same consultant that will work on the Milpitas – Citywide Traffic Signal Retiming Project also work on this project as they will have easy access to the data at the intersections adjacent to the project site.

A complete scope of work summary includes:

- Meet with staff from the City of Milpitas and Caltrans to discuss project goals, issues and objectives,
- Collect appropriate traffic data (including pedestrian and bicycle data) to properly model AM, Midday, and PM peak traffic patterns at the SR237/Milpitas Bl traffic signals,
- Model the current conditions with data collected at signals adjacent to the project intersections (data is available through the Milpitas – Citywide Traffic Signal Retiming Project),
- Identify markings & signage improvements that can be easily implemented to improve signal and arterial operations,
- Identify traffic signal modification or other appropriate capital improvement projects that may be appropriate to meet the future demand conditions,
- Identify equipment recommendations to help in improving signal operations between facilities operated and maintained by the two project partners,
- Provide software applications to project partners that will allow them to modify the models prepared by the consultant in the future,
- Prepare a draft and final report.

The project partners can provide the following information and services to the consultant:

- Aerial photos of the project site,
- Record Drawings for the traffic signal and arterial facilities
- Traffic Signal timing records and preferences

We anticipate that the consultant services for the above scope of work to be approximately $20,000 and request that MTC fund this project as part of the 2005 cycle of TETAP.

Thank you for your consideration. If you have any questions, please feel free to contact me at 408-586-3335.

Sincerely,

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Jaime. O. Rodriguez
Principal Transportation Planner
Traffic Engineering

C: Lai Hong Chiu, Caltrans – District 4

Attachment